

AUAB

Aviation Users Advisory Board

Christopher F. Nevins
Chairman

[Airlines]

July 27, 2018 – April 23, 2022

Gale J. Furey

Vice Chairman

[Aviation Association of New
Hampshire]

August 2, 2017- April 23, 2020

Lorri E. Badolato

Secretary

[Corporate Aviation]

August 2, 2017- July 25, 2020

Garrett Miller

[General Aviation]

July 27, 2018 - April 23, 2022

Thomas J. Malafronte

[Airport Management]

November 22, 2017- July 25, 2021

William J. Moran Jr.

[Airport Authority]

November 22, 2017 – July 25, 2021

Victoria F. Sheehan

[Commissioner, NHDOT]

Ex officio]



RSA 21-L:8

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

November 1, 2019

To: Aviation Users Advisory Board

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, November 1, 2019 at NHDOT, at 10:00 AM, John O Morton Building, Commissioner's Conference Room**

Approval of Minutes

- Chairman's Comments
- Public Comment

New Business

Aircraft Registration certified report to the Governor's Office and the House and Senate Ways and Means Committees (Handout)

SFY 2020 Long List of Airport Project Submissions-Airway Toll Funded Airport Improvement and Maintenance (AIM) Program

Aeronautical Fund (Gifts) Status- RSA 422:35 II Disposition of Revenue

SB 218- UAS Status

Moultonboro Airport- Open to the Public Status

2020 Aviation LSR's

AANH Member on AUAB

Old Business

Aeronautics Budget Update

Airport Update- Handout

AUAB RSA Change to add a new Board Member representing UAS

Executive Session – if necessary.

AUAB Meeting on June 20, 2019

10:05 Meeting called to order by the Chairman Nevins

In attendance from the Board: Chris Nevins, Lorri Badolato, Garrett Miller and Bill Moran

In attendance from the Bureau of Aeronautics: Patrick Herlihy, Tricia Lambert, and Will Stanfield

No members of the public were in attendance.

Reviewed the minutes. No Questions. Motion to accept made by Lorri, seconded by Garrett

New Business

Bill Moran – presentation on NH Civil Air Patrol (“CAP”) (search and rescue, air response) – local NH Wing

(Title 10 missions) 4th leg of Airforce, FEMA (photography), Civil Title 32 for Civil Air Patrol, 1947 – one week before WWII

All volunteer; HQ in Concord; organized similar the Air Force

Various MOUs/MOAs for fire patrol, search and rescue, missing aircraft, counter drug, health of forest, aerial photography, etc.

Funding overseen by the U.S. Air Force

Has both ground and air teams

CAP’s communications (HF capabilities) are back up for US Air Force if federal system goes down

3 stationary Communications repeaters for emergency communications

Aircraft based throughout the state – 6 airports

CAP has 3 drones (Chinese made units cannot be flown over military facilities)

Reviewed several prior search and rescue incidents.

Old Business

Budget update: Committee of Conference, Operational Budget agreement between the House and Senate; UAS position for Aeronautics is still in budget; \$70 mil aeronautics appropriations in the passed and signed Capital Budget. Governor likely to veto the Operational Budget (primary issue is business tax cuts). June 30 deadline to pass a budget otherwise a level funding continuing resolution.

AIM – projects on track.

Twin Mountain, Parlin Field, Hampton Airport – grants offered

July 1, 2019 - advertising for next year’s projects begins

Franconia Airport has new ownership--Franconia Soaring Association

AIP projects in progress @ Concord, Nashua [see handout]

Concord looking to update the terminal building; study being undertaken

FAA will provide supplemental funding @ Claremont (apron) & Portsmouth (terminal building)

Legislative Update

SB 218, to amend RSA 422:3 to include definition of "small unmanned aircraft," "Small unmanned aircraft system" and "unmanned aircraft" as an aircraft, and all federal regulations apply (just like manned aircraft). Registration not addressed.

Letter from CTA opposing this legislation

Passed senate but held up in House briefly after CTA's letter – ultimately bill passed House on party lines – Patrick Herlihy met with CTA to address concerns. The Bill is now on the Governor's desk. Bureau has discussed with the Governor.

Bureau still looking to add a UAS member to the AUAB

New Aircraft Registrations update: since July 1, 2018 to date: 96 new aircraft – 1/3 contacted the Bureau to register; 2/3 of aircraft were found in an audit and the Bureau had to contact the owner to register.

September, we will have completed numbers for the first state fiscal year. Job creation numbers have not been determined. Liens are being placed on aircraft because owners failure to pay the aircraft registration fee.

Next Meeting, September 20, 2019

11:00 - Motion to adjourn made by Lorri, the motion was seconded .



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

Bureau of Aeronautics
September 6, 2019

His Excellency, Governor Christopher T. Sununu
Office of the Governor
State House
107 North Main Street
Concord, NH 03301

INFORMATIONAL ITEM

In accordance with RSA 422:31-a Reporting by Commissioner, attached are the Department's annual reports for the period ending June 30, 2019 which are submitted for review by the Governor's Office, House and Senate Ways and Means Committee.

EXPLANATION

RSA 422:31-a Reporting by Commissioner reads as follows:

"On or before September 15 of each year, the commissioner shall certify in a report to the governor and the chairpersons of the house and senate standing committees on ways and means the following information: for the fiscal year just ended, the numbers of aircraft registered in each of the weight classes listed in RSA 422:31, III; operating fee revenues received by weight class; the numbers of aircraft by weight class that were based during the fiscal year at each of the airports open for public use; and a summary report showing the total numbers of such registered aircraft by weight class by year beginning with the fiscal year ending June 30, 2017. "

The attached spreadsheets provide the following information:

1. The number of aircraft registered and Operating Fee revenues received by weight class.
2. Aircraft registered by weight class by airport.
3. Summary Report for aircraft registered by weight class for SFY 2017, SFY 2018, and SFY 2019.

The data was determined by the date the check was received by the Department. NH aircraft registrations are collected based on calendar year, not state fiscal year. Therefore, the attached spreadsheets do not provide a full year of aircraft registered under the amended RSA 422: 31. The data for SFY 2019, on the attached spreadsheets, are based on a 12 month period from July 1, 2018 through June 30, 2019. The aircraft registration information provided includes 6 months of aircraft registered under the old registration rate formula (July 1, 2018 - December 31, 2018) and 6 months of aircraft registered under the new aircraft registration rate formula (January 1, 2019 - June 30, 2019). In SFY 2019, the Department registered 1,386 aircraft. The total of 1,386 includes Aircraft Renewal Registrations, Back-Billing Registrations and New Registrations.

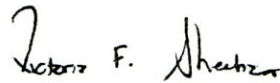
The September 15, 2020 annual report will provide a full year of aircraft registration under the new rate formula below:

“III. An aircraft operating fee for each aircraft for which a state registration certificate is required. The amount of the fee for an antique aircraft, glider, or experimental aircraft shall be \$100. The amount of the fee for all other aircraft shall be based on the maximum certificated gross weight of the aircraft, as follows:

0-3,000 lbs. \$ 100
3,001-8,000 lbs. \$ 250
8,001-12,500 lbs. \$2,500
more than 12,500 lbs. \$3,500”

I hereby certify to the best of my knowledge that the information submitted in this report is true and correct.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria F. Sheehan".

Victoria F. Sheehan
Commissioner

Attachments



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

Bureau of Aeronautics
September 6, 2019

The Honorable Susan Almy, Chairman
House Ways and Means Committee
State House
Concord, NH 03301

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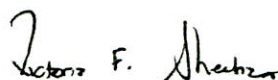
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Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

Bureau of Aeronautics
September 6, 2019

The Honorable Dan Feltes, Chairman
Senate Ways and Means Committee
State House
Concord, NH 03301

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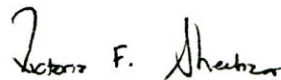
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Victoria F. Sheehan
Commissioner

Attachments

NUMBER OF AIRCRAFT REGISTERED AND OPERATING FEE REVENUES RECEIVED BY WEIGHT CLASS¹
SFY2019

Weight class	Number of Aircraft Registrations ²	Operating Fees Revenue ³
0 - 3,000 lbs.	161	\$ 25,408.08
3,001 - 8,000 lbs.	133	\$ 135,421.79
8,001 - 12,500 lbs.	52	\$ 222,754.82
over 12,500 lbs.	59	\$ 450,577.39
Antique, Experimental or Glider	981	\$ 101,519.90
Total²	1,386	\$ 935,681.98

¹The data is determined by the date the payment was received by the Department.

²Total Number of Aircraft Registrations includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. The total does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected. Breakdown: 1,124 Renewals (\$527,684.80) + 166 Back-billed (\$344,081.40) + 96 New (\$63,915.75) = 1,386 aircraft (\$935,681.98)

³Operating Fees Revenue includes 6 months of aircraft registration fees collected under the old registration rate formula (July 1, 2018 - December 31, 2018) and 6 months of aircraft registration fees collected under the new aircraft registration rate formula (January 1, 2019 - June 30, 2019).

NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

B18 - Alton Bay	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	2
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	0
	Total²	2

BML - Berlin	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	12
	Total²	12

ASH - Boire Field	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	31
	3,001 - 8,000 lbs.	23
	8,001 - 12,500 lbs.	2
	over 12,500 lbs.	10
	Antique, Exp. or Glider	156
	Total²	222

¹The data is determined by the date the payment was received by the Department.

²Total number of aircraft registrations includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. The total does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

CNH - Claremont	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	2
	3,001 - 8,000 lbs.	2
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	16
	Total²	20

4C4 - Colebrook	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	2
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	5
	Total²	7

CON - Concord	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	6
	3,001 - 8,000 lbs.	5
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	71
	Total²	82

¹The data is determined by the date the payment was received by the Department.

²Total number of aircraft registrations includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. The total does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

5B9 - Dean Memorial	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	2
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	8
Total ²		10

EEN - Dillant-Hopkins	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	7
	3,001 - 8,000 lbs.	3
	8,001 - 12,500 lbs.	1
	over 12,500 lbs.	2
	Antique, Exp. or Glider	53
Total ²		66

ERR - Errol	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	2
Total ²		2

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NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

1B5 - Franconia	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	16
	Total²	16

2G8 - Gorham	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	1
	Total²	1

7B3 - Hampton	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	5
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	55
	Total²	60

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NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

8B1 - Hawthorne Feather	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	11
	Total²	11

AFN - Jaffrey	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	4
	3,001 - 8,000 lbs.	3
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	18
	Total²	25

LCI - Laconia	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	28
	3,001 - 8,000 lbs.	22
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	1
	Antique, Exp. or Glider	58
	Total²	109

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NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

LEB - Lebanon	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	9
	3,001 - 8,000 lbs.	8
	8,001 - 12,500 lbs.	1
	over 12,500 lbs.	2
	Antique, Exp. or Glider	19
	Total²	39

MHT - Manchester	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	7
	3,001 - 8,000 lbs.	15
	8,001 - 12,500 lbs.	3
	over 12,500 lbs.	17
	Antique, Exp. or Glider	48
	Total²	90

5M3 - Moultonboro	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	3
	Total²	3

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NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

HIE - Mt. Washington	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	3
	3,001 - 8,000 lbs.	4
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	32
	Total²	39

2N2 - Newfound Valley	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	0
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	3
	Total²	3

2B3 - Parlin Field	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	5
	3,001 - 8,000 lbs.	5
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	18
	Total²	28

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²Total number of aircraft registrations includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. The total does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

PSM - Portsmouth	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	23
	3,001 - 8,000 lbs.	20
	8,001 - 12,500 lbs.	39
	over 12,500 lbs.	21
	Antique, Exp. or Glider	47
	Total²	150

1P1 - Plymouth	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	1
	3,001 - 8,000 lbs.	1
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	10
	Total²	12

DAW - Skyhaven	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	5
	3,001 - 8,000 lbs.	2
	8,001 - 12,500 lbs.	1
	over 12,500 lbs.	0
	Antique, Exp. or Glider	37
	Total²	45

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²Total number of aircraft registrations includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. The total does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS BY AIRPORT¹

8B2 - Twin Mountain	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	1
	3,001 - 8,000 lbs.	0
	8,001 - 12,500 lbs.	0
	over 12,500 lbs.	0
	Antique, Exp. or Glider	0
	Total²	1

SAS - State Airport System	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	18
	3,001 - 8,000 lbs.	20
	8,001 - 12,500 lbs.	5
	over 12,500 lbs.	6
	Antique, Exp. or Glider	282
	Total²	331

TOTALS	Weight class	Number of Aircraft Registrations ²
		SFY2019
	0 - 3,000 lbs.	161
	3,001 - 8,000 lbs.	133
	8,001 - 12,500 lbs.	52
	over 12,500 lbs.	59
	Antique, Exp. or Glider	981
	Total²	1386

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS²
SFY2017 - SFY2018 - SFY2019

Weight class	SFY2017			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	158	150	5	3
3,001 - 8,000 lbs.	103	97	2	4
8,001 - 12,500 lbs.	50	49	0	1
over 12,500 lbs.	49	42	5	2
Antique, Experimental or Glider	644	624	14	6
Total²	1,004	962	26	16

Weight class	SFY2018			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	159	145	9	5
3,001 - 8,000 lbs.	112	97	8	7
8,001 - 12,500 lbs.	48	44	0	4
over 12,500 lbs.	48	42	3	3
Antique, Experimental or Glider	691	647	31	13
Total²	1,058	975	51	32

Weight class	SFY2019			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	161	132	17	12
3,001 - 8,000 lbs.	133	100	19	14
8,001 - 12,500 lbs.	52	45	1	6
over 12,500 lbs.	59	46	5	8
Antique, Experimental or Glider	981	801	124	56
Total²	1,386	1,124	166	96

¹The data is determined by the date the payment was received by the Department.

²Total Number of Aircraft Registrations includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. The total does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver.

³Renewal Registrations are previously registered aircraft renewing their registration.

⁴Back-Billed Registrations are those aircraft that were not new to the State of NH and the registration fees collected were for prior years when they were not in compliance with RSA 422:31 Fees.

⁵New Aircraft Registrations are those aircraft that came into the State of NH during the SFY and were manually counted by the Department.

New Hampshire Department of Transportation Aeronautics' Program Update

September 13, 2019 Quarterly Report
Concord, New Hampshire

FUNDING PROGRAMS

AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and ABGP)

FAA authorization runs out on Sep. 30, 2023. Public Law 116-6, Consolidated Appropriations Act of 2019, includes \$3.35B AIP funding plus \$500M in Supplemental Funding appropriations to eligible airports. The FY 2019 Supplemental Appropriations-funded projects have not yet been identified. Appropriations for FY 2020 have not been finalized yet.

NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)

The Bureau received nearly \$1.4M of project requests through pre-applications from NH's public-use airports were submitted through September 6, 2019. Approximately \$225K/year has been appropriated for this program as the NHDOT's 80% project share. In 2019, six projects are being funded; a determination on the number of projects for 2020 hasn't been made yet. Eligible projects in the NH AIM Program could include obstruction removal, equipment purchases, runway maintenance, and planning studies as well as other possibilities.

AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for use at those airports for aeronautical purposes. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis starting in CY 2019.

GRANTS TO AIRPORT SPONSORS

There continues to be no funding available in state FY 2019 for the 100% grants to airport sponsors program. Twenty-five airports qualified for this program when funding was available.

AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (eight airports are eligible). This program historically covered less than 100% of the eligible costs but continues to be unfunded in SFY 2020.

PENDING NH LEGISLATION

- Pending state legislation at this time includes
- SB 218, which helps define unmanned aircraft systems under RSA 422, is anticipated to be revisited next session.

REMINDERS

- Quarterly based aircraft lists should be submitted to NHDOT by Oct. 31, 2019 to danielle.plant@dot.nh.gov.
- Single Audit Act reports due for January-December fiscal year airports no later than September 30, 2019.
- AIP Grant Oversight Risk Certifications were due February 15, 2019 for the FY 2019-2021 period.
- www.SAM.gov registration reminder.

**Aeronautical Special Fund
Current Balance = \$6,968.36**

AVIATION NEWS

SFY 2020-21 Capital and Operational Budgets

- NHDOT budget development (current)
- Governor budget review
- House of Representatives budget review
- Senate budget review
- Conference committee budget review
- **Governor signature (capital signed; operational in continuing resolution)**

- Three NH public-use airports are advertising for new airport managers: EEN, LEB, and 5B9.
- Moultonboro Airport changed to a private-use airport on July 1, 2019.
- NHDOT/Bureau of Aeronautics will be offering 2019 AIP Grant Documentation Workshop on Monday, Oct. 28, 2019.
- FAA Order 5090.5, *Formulation of the NPIAS and ACIP* cancels FAA Orders 5090.3C and 5100.39A.
- John Kirkendall is NH's engineering subject matter expert at FAA/New England Region (781-238-7629 or john.m.kirkendall@faa.gov).
- FAA's forms that expired 8-31-2019 may continue to be used until updated forms become available.

For more information:

603-271-2552

aeronautics@dot.nh.gov

<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

Alton Bay Seaplane Base
Colebrook Airport
Errol Airport
Gorham Airport
Newfound Valley Airport
Jaffrey Airport
Hawthorne-Feather Airport

Five of New Hampshire's public-use airports will be participating in the 2019 NH AIM Program for state grant funds:

- **Franconia Airport** – Airfield Turf Improvements & Obstruction Removal
- **Twin Mountain Airport** – Airfield Pavement Maintenance
- **Hampton Airfield** – Construct Paved Taxiways
- **Parlin Field** – Acquire SRE
- **Plymouth Municipal Airport** – Obstruction Removal

Portsmouth International Airport at Pease: The airport has received a FY 2019 grant application for runway rehabilitation with the majority of the work to be carried out in 2020. Phased terminal building improvements are underway.

Lebanon Municipal Airport: The airport has received FY 2019 grants to make improvements to their snow-removal equipment building and a study of their runway needs.

Dillant-Hopkins Airport: The airport's construction-only project for Runway 14-32's rehabilitation is nearing completion with only punchlist items remaining. The airport is waiting on G&C approval of a grant for the design of Taxiway A reconstruction and extension in FY 2019.

Laconia Municipal Airport: The airport's environmental assessment completion is pending a FONSI review and signature. The construction phase of Taxiway E's improvements are nearing completion.

Mt. Washington Regional Airport: The airport anticipates a grant for an obstruction lighting project in FY 2019.

Dean Memorial Airport: The airport has no planned projects in FY 2019.

Skyhaven Airport: The airport has no planned projects in FY 2019.

Concord Municipal Airport: The airport is in the wrapping up construction improvements to Taxiway A and plans to kick off a terminal area study shortly.

Nashua Airport: The airport recently completed their grooving, sealing and marking of Runway 14-32 project and are planning their final inspection shortly. The airport anticipates a grant for design only of additional taxiway, taxiway rehabilitation in FY 2019.

Berlin Regional Airport: The airport expects to wrap up its runway pavement maintenance project later this fall.

Claremont Municipal Airport: The airport is waiting for G&C approval of a grant for a construct-only project to demolish the old existing hangar/terminal building and construct a small terminal building in its place along with required historic mitigation efforts. The airport is also waiting for G&C approval of a grant to prepare an airport master plan update.

Manchester-Boston Regional Airport: The airport has on-going projects that reconstruct a portion of several taxiways, remove obstructions, address geometric/hot spot issues, and purchase SRE.



2019 New Hampshire Aeronautics AIP Grant Documentation Workshop

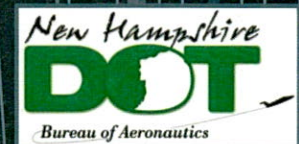
Workshop Agenda (*times are approximate*)

8:00 am	Conference Registration (light refreshments provided)
9:00 am	Welcome Message
9:10 am	Overview of AIP Project Funding
9:20 am	Grant Applications
9:45 am	Grant Offers/Grant Obligations
10:15 am	NH Governor & Council Process
10:30 am	Break
10:40 am	Grant Reimbursements
11:15 am	Grant Closeout Documentation
11:45 am	Workshop Closing Comments/Questions & Answers

Monday, October
28, 2019
NHDOT Offices
7 Hazen Drive
Concord, NH

Topics will focus on the
FAA's Airport Improvement
Program (AIP) processes for
both Block Grant and non-
Block Grant airport projects
in New Hampshire.

For more information or to RSVP, please contact Carol Niewola at
603-271-1675 or carol.niewola@dot.nh.gov



New Hampshire Aviation Emergency Responders	Phone No.	Comments
GA Secure (TSA) Hotline	866-427-3287	
NHDOS/Information & Analysis Center	603-223-3859	
US DHS/Immigration & Customs Enforcement	866-DHS-2-ICE	suspicious activities
US DHS/Immigration & Customs Enforcement	866-981-5332	bulk cash smuggling
US DHS/Customs & Border Patrol	866-AIRBUST	on-going suspicious activities
US DHS/Customs & Border Patrol	951-656-8000	old suspicious activities
US DHS/Customs & Border Patrol	518-324-5200 x0	ask if aircraft passed customs
US DHS/Customs & Border Patrol	1-800-689- 3362	suspicious activities
US DHS/Homeland Security Investigations (MHT)	800-X-SECTOR	ask for Duty Agent

SUMMARY OF AIP ELIGIBILITY OF SECURITY PROJECTS

FAA Order 5100.38D, Airport Improvement Program Handbook, identifies the grant funding eligibility through the Airport Improvement Program (AIP) for improvement projects including security projects. The State Block Grant Program (SBGP) in New Hampshire follows FAA Order 5100.38D, so this fact sheet is applicable to all airport security projects in New Hampshire using AIP grant funds.

AIP's Airport Sponsor Grant Assurance #12 states, in part, that for AIP-funded projects, the airport sponsor has provided for all the safety and security equipment required by rule or regulation.

There are three categories of airports that are addressed by FAA Order 5100.38D: non-primary airports, commercial service airports with a 14 CFR Part 139 airport operating certificate, and commercial service airports without a 14 CFR Part 139 airport operating certificate. In addition, FAA grants can be used to fund projects at airports that are required to ensure compliance with the minimum requirements of 49 CFR Part 1542 (e.g., airports with a Transportation Security Administration (TSA) presence). Security project eligibility is summarized below (refer to FAA Order 5100.38D for additional details and requirements about these projects):

	Non-Primary Airports	Part 139 Commercial Service Airports with TSA Presence	Commercial Service Airports Without Part 139 with TSA Presence
Law enforcement facilities – off airport	Not eligible	Not eligible	Not eligible
Law enforcement facilities - on airport (except guard shacks)	Not eligible	Not eligible	Not eligible
Law enforcement facilities – on airport guard shacks	Not eligible	Eligible	Eligible
Security offices	Not eligible	Not eligible	Not eligible
Security checkpoint consolidation for the sole purpose of reducing TSA staff costs	Not eligible	Not eligible	Not eligible
TSA checkpoint rooms	Not eligible	Not eligible	Not eligible
Security and access control equipment for the protection of the unsecured landside areas	Not eligible	Not eligible	Not eligible
Video cameras in secure terminal area or airfield operations area; handheld cameras; badging supplies; tow trucks; canines and kennels; stand-alone police radios; firearms for law enforcement or security purposes	Not eligible	Eligible	Eligible
Airport perimeter fencing – Part 1542 purposes with closed circuit cameras	Not eligible	Eligible	Eligible
Airport perimeter fencing – wildlife deterrent and non-Part 1542 purposes	Eligible	Eligible	Eligible
Fingerprinting equipment for background checks	Not eligible	Eligible	Eligible
Terminal access control including closed circuit cameras	Not eligible	Eligible	Eligible
Police vehicle with police radio	Not eligible	Eligible	Eligible
Badging equipment	Not eligible	Eligible	Eligible
Command and control centers (aka emergency operations center)	Not eligible	Eligible	Eligible
Explosive Detection Systems and associated terminal building modifications	Not eligible	Eligible*	Eligible*

Note: "Eligible" means that the projects are qualified to receive AIP grant funds if the projects are deemed justified, appropriate in scope, and reasonably priced pending AIP funding availability.

**EDS improvements are AIP-eligible, however, FAA appropriations prohibit AIP funds being used on these projects. Passenger Facility Charges (PFC) can be used to fund these projects.*

Resource: FAA Order 5100.38D, Change 1 (Feb. 26, 2019) https://www.faa.gov/airports/aip/aip_handbook/